

A Smoother Landing

Caltrans Monitors State's Airport Pavement

Caltrans Aviation by the Numbers

Public-use airports	244
Hospital heliports	163
State aviation safety officers	6
State-owned aircraft	2
State airport grants awarded for state fiscal year 2014–15	\$4.0 million
Federal aviation grants awarded to California airports for federal fiscal year 2014	\$285.5 million
Total California Aeronautics Account revenue for fiscal year 2014–15	\$5.5 million

Source: Division of Aeronautics *Aviation in California Fact Sheet* (April 2014).

Aviation Safety Inspections

Type	2010–11	2011–12	2012–13	2013–14	2014–15
Airport (AP)	164	170	203	182	210
Heliport (HP)	90	90	114	127	126
Total AP and HP	254	260	317	309	336
FAA form 5010	147	152	172	155	182

Source: Division of Aeronautics

Caltrans, in partnership with the Federal Aviation Administration and airport authorities, is responsible for ensuring that all 244 permitted public-use airports are maintained in satisfactory to good condition in accordance with state and federal safety and design standards.

While not as visible to most citizens as roadways, public-use airports are a critical component of the state's multimodal transportation system. Caltrans fulfills its responsibility in this sector by conducting periodic safety inspections of the runways, taxiways, aprons and tie-down areas – essentially all airfield pavement – and by providing grants for safety and operational airport improvement projects at eligible general aviation airports.

Airport pavement surveys are conducted every five years, with each survey generally reporting on about half of the state's public-use airports (not the commercial airports that most of us use for business or pleasure). By combining the 2006 and 2012 surveys, Caltrans estimates that by 2016 a little more than half of California's public-use airports will have pavement that falls into the "good" through "poor" categories, requiring

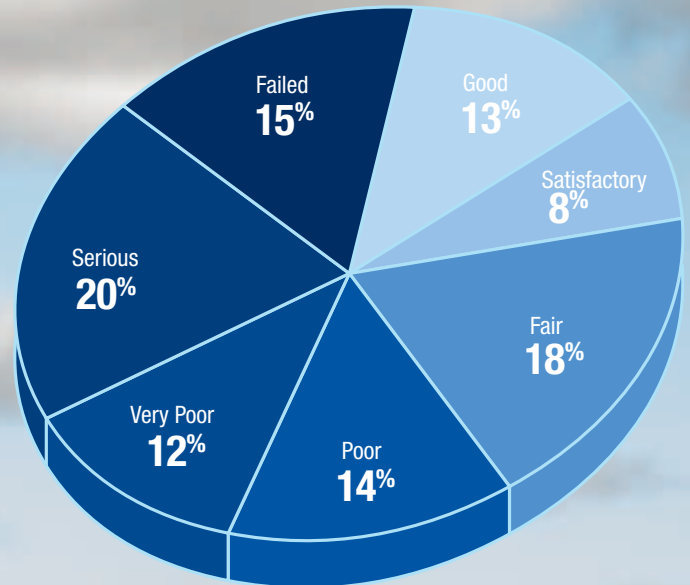
relatively minor repairs, while a little less than half – those rated "very poor," "serious" and "failed" – will require major repairs.

Pavements in serious to failed conditions may constrain airport operations and could lead to possible suspended permits without immediate repairs.

Caltrans uses the Airport Pavement Management System (APMS) to survey and measure current pavement conditions and to generate projections on their future conditions. APMS reports help prioritize airport pavement projects in order to best utilize the state's limited funds. Like highway pavements, airport pavements also deteriorate over time and timely maintenance is much more economical than complete reconstruction or replacement.

California Airport Runway Pavement Condition Index Projection for 2016

by percentage



According to the Pavement Condition Index, a projection of 2016 conditions based on the 2006 and 2012 surveys – the last surveys conducted – 90 airports are in need of major repairs.

The Value of Public-Use Airports

There are two broad categories of public-use airports: commercial service airports, which provide scheduled flights and goods movement, and general aviation airports, which support business flights, agriculture, recreation, flight training and light aircraft manufacturing and maintenance.

General aviation airports are also used by first responders for fire suppression, law enforcement and medical airlift. As demonstrated by recent floods in Southern California, when roadways and bridges are impassable due to natural disasters, general aviation airports can become a lifeline for affected communities. General aviation and related manufacturing contribute \$38.5 billion in economic activity in California annually.

Inspecting and providing airport improvement grants at California's general aviation airports support Caltrans' mission to provide a safe, sustainable, integrated and efficient transportation system, and it contributes to the public's health and safety, to enhance California's economy and livability.

Source: Division of Aeronautics
Contributor: Patrick Kyo

Airport Engineer Parvin Bijani inspects runway pavement at Sacramento Executive Airport.